

RAPID TRANSIT COAL MINES PASS FOR HAWAII SUGAR TO STEAMSHIP COMPANIES

While a tremendous congestion of inter-oceanic commerce at Panama canal zone ports prevailed at the time the American-Hawaiian steamer Columbia, now here, remained at the isthmus, local shippers of sugar today received more cheering news that through the inauguration of improved facilities better progress has been made in the removal of the mass of supplies and merchandise in transit across the strip.

Captain Blackwell, who made a personal tour of the entire canal zone, brings confirmation of the report that the huge service through the waterway has been inaugurated on an extensive scale. In the opinion of the vessel-master, practically the entire cargo of a vessel of the Columbian type representing about 11,000 tons could be loaded through the canal at one time.

"A steady stream of barges were passing through the canal at the time I visited Panama," stated Captain Blackwell today.

The tremendous congestion of inter-oceanic commerce caused by suspension of service on the Tehuantepec railroad in Southern Mexico, as an incident to the rebellion, brought about this rather premature opening of the canal to trade. Several of the great freight liners, which in conjunction with the similar service on the Pacific maintained trade lines between Europe and the Far East via Tehuantepec, have recently appeared at Colon and Panama offering cargoes for transshipment overland far beyond the capacity of the Panama railroad.

Finding that Colonel Goethals was willing to assist them by clearing an adequate channel for barges, at least, through the Cucaracha slide, the company secured a lot of the barges that have been used for harbor purposes at Colon and Panama and established this service as an overflow to assist the railroad in meeting the trade demands.

Colonel Goethals has not yet reported to Washington just when the canal will be opened to general merchant shipping, but the understanding here is that the waterway is practically finished and that even now there is a sufficient channel through the Cucaracha cut for almost any warship or liner, and that it is only from a desire to avoid a possible serious accident through an unexpected renewal of the earth movements in the cut that Colonel Goethals has determined to allow a period for observation before actually opening the canal.

It is understood that this huge service is to be operated on about 12 hours' schedule from the Atlantic to the Pacific, which allows about an hour's delay in each of the locks.

The enormous freight traffic which is expected to center at the isthmus of Panama is to be handled in the most scientific and up-to-date method. A commission consisting of Carroll S. Smith of New York City, J. M. B. Smith of Buffalo and a statistician is making a special study of conditions on the isthmus under orders to submit plans for the most practicable and efficient methods of berthing ships, the rapid handling of cargoes both to other vessels and to the trains of the Panama railroad.

The commission is also to fix the charges as soon as possible with a view to making them at least pay a fair return on the capital invested in the plant.

Kauai Sugar Report.
Sugar awaiting shipment on the island of Kauai at the time the steamer W. G. Hall departed for Honolulu includes the following lots: L. 22,165; G. 12,632; Kilanea 3990; Kealea 52,900; MCB, 55,183; M. A. K. 18,319; K. K. H. 1090; K. & R. 800 sacks.

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That steamship-owned coal mines are becoming popular with Australia is indicated by the report brought to this city that the well-known shipping company of Huddart, Parker, Limited, had secured a large interest in the Hebburn coal mine—an extensive colliery in the Matland district. Captain T. Langley Webb, director of the company in Sydney, has confirmed the report of the deal, but was unable to go into details. "All I can say," said the captain, "is that the Huddart, Parker Company has secured large interests in the mine, and arrangements have been made for the office of the coal company, which are at present in London, to be controlled in Australia."

Certain arrangements have, of course, to be fixed up, and these will take some time to complete. Meanwhile the Huddart, Parker steamers will continue to take their coal supplies as usual at Newcastle. The Huddart, Parker Company hold large coal contracts in the Commonwealth, employing a big fleet of steamers, and colliers in the inter-State trade, and it is interesting to note that they are now making further important additions to the fleet, including a 6000-ton boat for the coal trade.

In securing these interests in the coal mine the Huddart, Parker Company is falling into line with other steamship companies, the Australian Steamships (Howard Smith Company) and the Adelaide S. S. Company being among the principal lines connected with coal mines in this State.

The Hebburn mine is one of the best in the northern district, employing 879 hands, or more than any other pit in the district. It forms part of the A. A. Company's property.

Georgian to Make Initial Call.

To pay an initial visit to the Hawaiian Islands, the American-Hawaiian freighter Georgian, which has been supplied with cargo from the east as well as the west coast of the United States, is reported to have sailed from Seattle for Honolulu. According to advices received by C. P. Morse, general agent for the American-Hawaiian line, the Georgian should arrive at the port about June 15. The vessel will call at several island ports to gather a full cargo of sugar.

Local Notice to Mariners.

Hawaiian Islands—Kauai Island, northeast shore, Kahala Point light, previously reported extinguished, was relighted June 9, 1914.

By order of the commissioner of Lighthouses:

A. E. ARLEDGE, Inspector.

Kiyo Maru Will Not Enter Port.

The Japanese liner Kiyo Maru will not enter port upon arrival from Mexico, Central and South American ports tomorrow morning. The vessel while bearing a large cargo, has no freight for discharge at Honolulu. To remain here for sufficient time for the interchange of cables, the vessel will ride at anchor at quarantine. The Kiyo Maru is proceeding to Japan and China ports, it being reported that the vessel has a large list of through passengers.

PASSENGERS ARRIVED

Per M. N. S. S. Manoa from San Francisco, due at Honolulu June 10.—Mrs. Cassidy, Miss Cassidy, E. Wolff, M. A. Dalton, Miss Pearl Sutherland, Miss F. L. Onyon, Mrs. M. B. Noble, J. J. Walsh, Wm. Hatch, T. Yates Smith, Miss J. Reany Catton, Miss Florence Vance, Miss F. Sewell, Miss K. O'Keefe, Mrs. J. W. Payne, Frank Osborne, Mrs. J. J. Hall, H. A. Benton, Mrs. Wm. Morrison, Miss Gladys Rickard, Miss E. J. Onyon, Miss Jessie McCauley, Mrs. J. J. Walsh and family, Mrs. Wm. Hatch, Miss Emma Gill, Mrs. J. A. Higgins, Miss K. Quinn, J. W. Payne, Mrs. Frank Osborne.

Per str. W. G. Hall from Kauai ports.—D. B. Murdoch, F. A. Alexander, J. A. Homan, J. Hirada, T. Misaki, W. Pollock, W. C. Collier, and 28 deck.

PASSENGERS DEPARTED

Per str. Lurline for San Francisco, June 9.—W. C. Ables, L. T. Brown, Mrs. L. T. Brown, J. B. Castle, L. M. Fisher, W. H. Gill, Mrs. W. H. Gill, Miss E. Gill, E. C. Gonsalves, A. F. Gertz, Miss Erna Gillberg, Miss A. L. Hutchcock, M. J. Lindsay, Mrs. H. Longobian, Miss N. Wells, Miss F. Willis.

Per str. Kineu for Kauai ports, June 9.—Miss Lois Myers, Jane Myers, Miss A. Makikoa, Miss D. Makikoa, Miss A. Wright, Miss E. Kolawoola, Miss R. Kekela, Miss L. Miller, Sam Peahu, Mrs. C. M. Cooke, Jr., and children, Mrs. Kalena, Mrs. H. Ah Sing, Mrs. T. Apana, Miss T. Brandt, Miss M. Werner, Miss M. Keawe, Wm. Hanaka.

VESSELS TO AND FROM THE ISLANDS

[Special Wireless to Merchants' Exchange]

SAN FRANCISCO—Sailed, June 9, 5:00 p. m., S. S. Manoa for Honolulu.

S. S. KIYO MARU—Arrives from South American ports Thursday morning.

The schooner Alice Cooke may be ready to proceed to north Pacific ports by the last of the week. The vessel has been drydocked and repainted, following the discharge of a shipment of lumber.

BUSINESS LIGHT, MAUNA KEA RUN MAY BE CHANGED

Should the Inter-Island Steam Navigation Company withdraw the steamer Mauna Kea from the twice-a-week run to Hilo by the way of Lahaina, Maui, following the completion of its present contract with the United States government for carrying the mails, which will expire about the first of July, the elimination of the frequent service between Honolulu and the island of Hawaii, will work a distinct hardship to the business interests of this city.

It was announced this morning that the commercial organizations and the Promotion Committee would give the matter instant attention.

President and General Manager James A. Kennedy of the Inter-Island, while inclined to remain non-committal in regard to the return of the Mauna Kea on one trip each week, admitted that something might be done unless there was a marked improvement in passenger and freight offerings.

It requires a large sum to keep a vessel of the class and tonnage of the Mauna Kea in constant service, it was pointed out.

General Manager Kennedy did state with a degree of positiveness that no change would be made in the present schedule that would permit the Mauna Kea to sail from Honolulu on Monday, causing that vessel to spend the week-end at this port instead of at Hilo.

"The scheme is not practical and could not be considered," he said.

It is generally recognized that the Mauna Kea has been operated for some months at a very small margin of profit if not at a distinct loss. The vessel has been returning to this port with a very small number of passengers, and a similar condition has existed with each outward trip of the vessel.

It was stated today that inroads made by steamers in the Matson service in carrying passengers between Honolulu and Hilo might have considerable bearing in the Inter-Island Company cutting down the frequency of future voyages of the Mauna Kea to the big island.

Shinyo Maru Due Friday Morning.

To arrive at Honolulu on Friday morning is the prediction that was received through wireless today at the agency of Castle & Cooke in a report, concerning the Japanese liner Shinyo Maru now steaming from San Francisco. The vessel is stated to have accommodation for 250 additional steerage passengers. The Shinyo Maru will reach this port with a total of 233 passengers in the several classes. As the vessel is not in need of fuel it will receive a prompt dispatch for Japan and China.

Steamer Hall Love Arrival.

Save the Inter-Island steamer W. G. Hall, little activity was displayed in coasting steamers circles today. The Hall returned with 5000 sacks of sugar, 41 packages of sundries and four crates of pears. Captain Bennett reports strong northeast winds and rough seas in returning to Honolulu. Despite tomorrow being a holiday, the Hall will be dispatched for Kauai ports at 5 o'clock in the evening.

Kekui Off on Island Cruise.

To cruise along the coast of Maui and Hawaii, the United States revenue cutter Kekui, combed and provisioned for a stay of ten days, departed this morning.

HARBOR NOTES

A quantity of coal has been supplied the British steamer Kestrel now at the port and occupying a berth at pier 13.

With a full cargo of sugar and small shipments of preserved pines the Matson Navigation steamer Enterprise is reported to have sailed from Hilo for San Francisco today.

In a contemplated revision of sailing schedules from San Francisco in which the Pacific Mail and the Toyoko Kisen Kaisha will participate, a better mail service to the islands has been predicted.

Sailing from San Francisco yesterday afternoon, the Matson Navigation steamer Manoa is due to arrive at Honolulu on next Tuesday morning. According to advance lists, the Manoa is bringing down a fair sized number of cabin passengers.

Considerable progress was today made in the removal of the vast accumulation of Oriental cargo that for the past several days has been piled high on pier 7, following the arrival of the Pacific Mail liner Siberia and the T. K. K. Chiyu Maru.

Completing the discharge of the remainder of about 300,000 gallons of kerosene and gasoline, the Standard Oil Company steamer Mayerick sailed for San Francisco at 5 o'clock last evening. The vessel left a portion of the shipment at Kahului, Maui.

The durability of island hardwood as paving material has been demonstrated to the satisfaction of the San Francisco harbor commission who have entered into a contract with the Hawaii Hardwood Company for a quantity of blocks, to be delivered from the mills at Puna, Hawaii, to the coast where they will be used in laying a floor at pier 39. The Hiloian leaving Hilo some days ago carried a shipment of the wood.

STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY

GLENN JACKSON NAMED PHYSICAL DIRECTOR Y.M.C.A.

Glenn E. Jackson was unanimously elected physical director of the Young Men's Christian Association at a meeting of the board of directors at noon today, to take the place of Fred W. Lau, resigned. S. W. Robley was chosen extension work secretary of the boys' department, the place left vacant by the promotion of Mr. Jackson to the physical directorship.

The Japanese Y. M. C. A. has been growing at an unusual rate during the past few months since Lloyd R. Kilham has been delegated to give special attention to it, and now stands ready for an expansion movement. The question of financing such an expansion and securing larger rooms was discussed, and referred to the Japanese committee, composed of R. A. Cooke, F. C. Atherton and C. B. Ripley, with the approval of the board that they go ahead with the project.

Those present at the meeting were R. H. Trent, Robert Anderson, F. C. Atherton, C. H. Atherton, R. A. Cooke, Ed Towse, W. G. Hall, H. G. Dillingham, C. B. Ripley, R. J. Pratt, C. F. Clemons, G. C. Potter and Secretaries Super, Larimer and Killam. Twenty-four men were elected to membership, which makes the total membership 1324.

Civilization and Fauna

Nothing but the isolation given by a wide sea or high mountain ranges will preserve a primeval fauna and flora—the indigenous man-free living denizens of the isolated region—from destruction by the necessary unrelenting advance of civilization. At present we are faced by this difficulty in Africa. Not only the white settlers have large herds of cattle, but before their arrival the negro natives had imported Indian cattle. These cattle are destroyed by "fly disease," the germs (trypanosomes) being carried to the domesticated cattle from wild buffalo and antelopes, which swarm with the germs, but are uninjured by them. Consequently, if the rich pasture lands of Africa, at present uninhabited, are to be occupied by herdsmen the wild game buffalo and antelopes must be destroyed. In many regions they have been destroyed. Is this destruction to be continued? If Africa is to be the seat of a modern human population and supply food to other parts of the world the whole "balance of nature" there must be upset and the wild big animals destroyed. There is no alternative. The practical question is, how far is it possible to mitigate this process? Can a great African reserve of 100,000 square miles be established in a position so isolated that it shall not be a source of disease and danger to the herdsmen and agriculturists of adjacent territory?—Sir Ray Lankester, in London Telegraph.

Elma (aged 7)—Mamma, I learned today at school that a coconut has milk in it. Mamma—Yes, dear. Elma—But what I didn't learn is how they milk it. Kansas City Star.

M'CARRN-M'BRIDE CASE SET FORTH BY JUDGE DOLE

Clear Statement of Circumstances and Washington's Action Made.

Although declining to make public the correspondence exchanged between the local federal court and the attorney-general of the United States regarding the McCarrn-McBride affair, declaring that it is past history and would prove "uninteresting reading," Judge Sanford B. Dole, this morning furnished the Star-Bulletin with a statement relating to the steps taken by the federal court and the attorney-general in bringing the case to its present status, beginning with the physical encounter in the hall of the federal building and concluding with the appointment of Alexander Lindsay, Jr., as special assistant to the attorney-general to investigate the case.

Using as reference a mass of cablegrams and other correspondence, Judge Dole made the following statement: "Upon the happening of the affair between Mr. McBride and Mr. McCarrn, the local federal judges were about to proceed at once in the matter of placing the affair before the grand jury. As the assistant district attorney could hardly be asked to conduct such an investigation the federal judges, under the statute cabled to the attorney-general at Washington requesting him to appoint a special assistant to the district attorney, or to the attorney-general, for such purpose.

"In reply, the attorney-general cabled that he first desired to have Mr. McCarrn's statement. He cabled later that he was about to send a representative to Honolulu to investigate the matter, at the same time requesting the local federal judges to take no definite action until the report of such representative had been received. The federal judges replied to this cable and urged hasty action, as the territorial authorities were about to investigate the matter. Another cable then was received from the attorney-general containing instructions for the attorneys-at-law, and asking advice which was given favorably to such selection.

"Some 10 days after this the federal judges received another cable from the attorney-general suggesting that Alexander Lindsay, Jr., be appointed to investigate into the affair. Our opinion was asked in this respect, and was rendered favorably. A cable was received June 6, stating that the attorney-general had appointed Mr. Lindsay as his special assistant to investigate the case."

Judge Dole concluded with the statement that the federal judges at no time harbored any thought of delay in making a speedy investigation, adding, however, that they could not proceed without the appointment by the attorney-general of a man to conduct the investigation.

Special assistant Alexander Lindsay, Jr., stated this morning that, aside from the clearing up of a few minor details, he is prepared to bring

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KAMEHAMEHA

DAY DANCE AT WAIKIKI INN

Special dinner and dance will take place tomorrow night, June 11, in commemoration of Kamehameha Day. Decorations and attractions to suit the occasion.
Dinner served from 6 p. m. to 8 p. m., dance following to 1 a. m.
Engage table reservations—admission.

Subways for Rapid Transit

One of the characteristic developments of the last few years in city transportation has been the demand on the part of a great many cities for subway systems. Undoubtedly this has been due in large part to the great success from a transportation and financial standpoint of the New York subway.

Many prominent citizens from other places after visiting New York have returned home enthusiastic over subway operation and impressed with the belief that the local railway system in their own town should provide rapid transit by subway within the center of the city and under important traffic arteries. The plan naturally appeals to the civic authorities and to the citizens who do not realize that the profitable nature of the New York subway is one entirely of the peculiar topography of the city which compels a great deal of long distance riding, and that in most cities with a distributed population the construction and operation of a subway system as a purely commercial enterprise is financially impracticable.

The fact is, that subway service is a luxury which only the very largest cities can afford, and even in New York the last subway contracts are being subsidized by the city, which practically guarantees the railway companies against loss from their operation.—Electric Railway Journal.

the case before the federal grand jury at its meeting in the federal court Monday morning. Deputy Marshal David Sherwood left for Hilo this morning to subpoena Mrs. Mary Freitas, Miss Florida Freitas, William R. Silva and Mrs. William R. A. Kayser as witnesses in the case. There also are a number of local people who will be summoned to give testimony before the grand jury. Mr. Lindsay is of the opinion that the investigation will be a matter of only three or four days.

The final decision of the grand jury in the matter will probably be the only facts in the case which will be made public. The federal judges have thus far refused to make public the correspondence between Washington and Honolulu and, according to the federal law, the grand jury will sit in star chamber session and no facts concerning the hearings will be disclosed, other than the final opinion of the jury.

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Crisco cakes have better richness without butter expense. Add salt to Crisco when using in place of butter.

Crisco is a rich fat that digests readily.

Crisco bread and cake keep fresh, moist and sweet longer.

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Needs no refrigeration. Stays fresh and pure at ordinary room temperature.

Crisco is cheaper than lard and costs one-half to one-third as much as butter.

Crisco is sold at net weight, in three sizes, and under the Pure Food Laws.

New Cook Book Free

This new book by Marion Harris Neil, Cookery Editor, Ladies' Home Journal, gives 250 original recipes, is attractively illustrated, and tells many interesting and valuable facts about cooking and food products. It also tells the interesting story of Crisco's discovery and manufacture. It is free. There is also a quality edition of this book containing a total of 615 Neil Recipes and a Calendar of Dinners—365 menus of original and tasty meats. This book is bound in blue and gold cloth and is sent for five cent stamps. In writing for either address

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